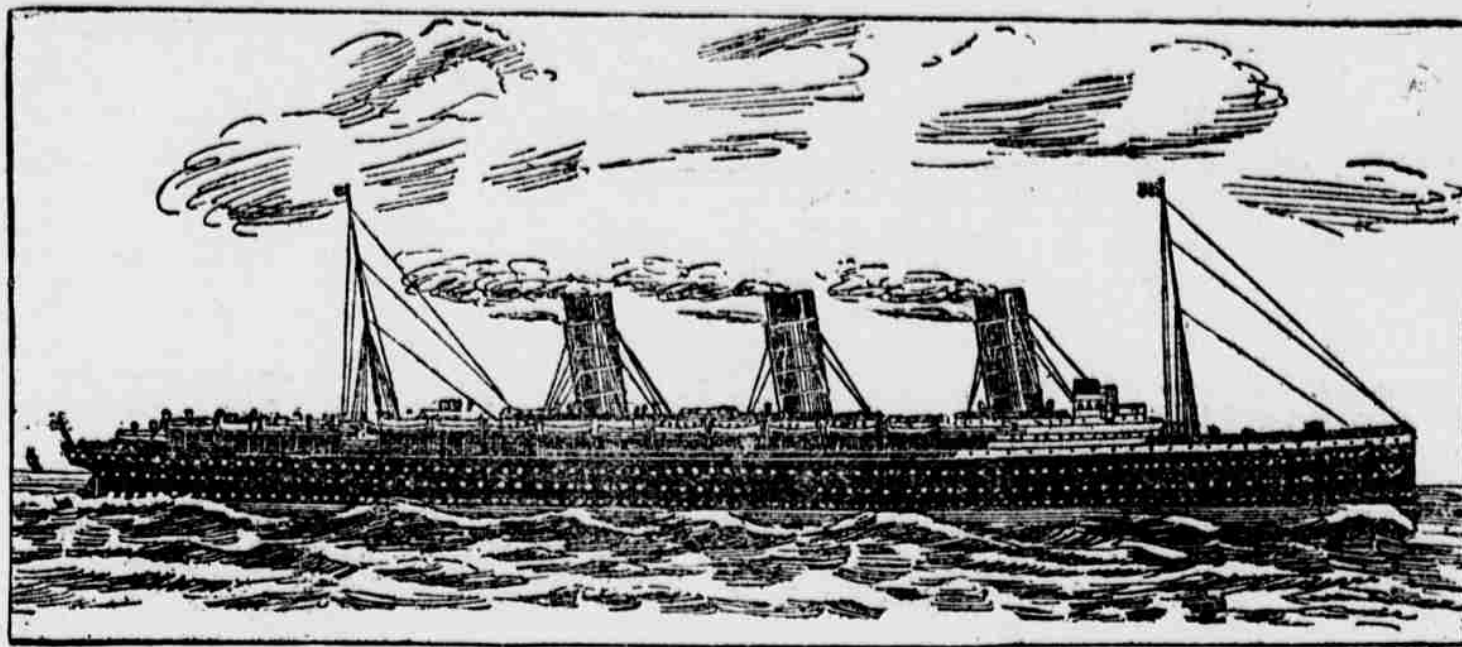


FASTEST IN THE WORLD



Here is a picture of one of the two turbine express steamships now under construction for the Cunard line. Both these vessels are to make a speed of 25 knots per hour, and will be the largest and fastest steamship in the whole world. The turbine selected, the Parsons type, is both simple and efficient. The steam raised in the boilers is conveyed to the cylinder inside, which is a drum or hollow shaft, studded with rows of blades set at an angle to the direction of the flow of steam. The first row of blades encountered by the rush of steam deflects it from its course, so that it would not effectually operate on the next row were there not between each row of working blades a row of guide blades affixed to the inside of the cylinder casing and set at the reverse angle. These guide blades

are stationary and their use is to again alter the direction of the flow of steam and bring it back to the straight course from one end of the cylinder to the other before it encounters the next succeeding row of working blades. The tips of the revolving blades almost scrape against the casing of the cylinder, and the stationary blades almost touch the revolving shaft or drum. Thus there are practically a series of turbine wheels on one shaft, and the steam after performing its work in one turbine, say the high pressure, passes to the intermediate, thence to another or to the low pressure turbine, all the while gradually diminishing in pressure and gradually expanding. It will be seen that there is no friction in the turbine and no wearing parts save the bearings on which the main shaft

revolves. From the low pressure turbine the steam passes to the condenser and thence back to the boiler, where it re-enters as pure water, inasmuch as no internal lubrication is required in the turbines. After many experiments, it is now demonstrated that the new vessels will be able to come to a dead stop from full speed in a shorter time than if driven by reciprocating engines; while their maneuvering power will be unsurpassed by any steamers afloat. To the engineering profession the adoption of rotary engines means increased speed for the same boiler power, due to reduced weight of machinery and increased economy in steam; the cost of up-keep is also less; while there will be a smaller engine room staff and a diminished bill for lubricants.

NOT ON HIS OWN TIME.

Sick Man Would Not Go to Hospital in Dinner Hour.

Charles M. Schwab, on the day he sailed for Europe, said that he believed America offered to workingmen more opportunities than any other country.

"The workingman, though," he added, "must be of the right kind. He must not be like the Greek I heard of recently.

"This chap, having come to America, secured a good laboring job at \$11 a week. But he did not get on well. He was continually afraid of doing more than he was paid for.

"They say that a gentleman passing one day the new building the Greek was working on saw him lying on his stomach on the sidewalk. His face was pale; a succession of loud groans arose from him.

"What is the matter with that fellow?" the gentleman said.

"An Irishman replied that he was sick.

"Well," said the gentleman, "if he is sick, why doesn't he go to the hospital and get some relief?"

"The Irishman laughed scornfully. 'Do you think he'd go to the hospital in his dinner hour?' he said."

To Pay for Irrigation.

A proposition is now on foot to irrigate certain parts of North Dakota and eastern Montana whereby the government is to put in irrigation canals and the settlers are to pay \$25 an acre for the service, payable in ten annual instalments of \$2.50 each.



CROSS SECTION OF NEW DEADLY SUBMARINE AND PICTURE OF INVENTOR.

George F. Ryan of Chicago, whose picture appears at the top, is daily looking for patents on a new submarine he has invented and which he

claims will compel the world to bow to the United States. The secret of his war machine he declines to reveal. The lower picture shows to the right

BREAKING THE NEWS GENTLY

Irishman's Neat Way of Informing Mother of Boy's Death.

A political lieutenant once announced to Senator Quay a disastrous defeat, making the announcement in blunt, brusque terms.

Senator Quay gave the man one of his peculiar direct glances, and smiled slightly. Then he said:

"You have broken this news gently. You remind me of an Irishman. This Irishman had great faith in his diplomacy and delicacy, and one day when a boy was killed at the quarry he told the men to leave everything in his hands, and he would break the news to the boy's mother as it should be done.

"So he went home, put on a black suit and a black tie, and he knocked at the door of the boy's mother's house.

"Good mornin', ma'am," he said. "Tis a sad accident yer bye Tom's gold watch has had."

"Why," said the mother, "Tom never had a gold watch."

"Sure, an' that's lucky," said the news breaker, "for there's twenty ton of rock fallen on him."

GRUNTING OX OF TIBET.

Strange Looking Creature Found Only in That Country.

If Tibet offers no attractions to the tourist who requires luxurious traveling, to the sportsman and the naturalist it is a veritable paradise, though far from Edenic in some respects.

One of the largest of the mammals is the yak, or grunting ox. Standing between 5 and 6 feet high at the shoulders, the bulk of this strange looking creature is not a little exaggerated by the enormous growth of hair upon the lower part of the body and tail. Beneath the outer coat, moreover, there is a layer of fine wool known as "puhsim," which is highly prized for the making of cloth. The extraordinary tail is one of the most conspicuous features of Tibetan monasteries or lamaseries, being suspended on poles as streamers. Throughout the East these tails are used as fly whisks, and in China they are dyed red and fixed to the roofs of summer residences as pendants. Living near the region of perpetual snow, and of fierce disposition, the hunting of the yak is not to be lightly undertaken. In spite of temper, however, it is easily domesticated, and forms an invaluable beast of burden, being wonderfully sure footed and capable of carrying great weights. It is, however, unable to eat corn; and forced marches, exhausting alike to man and beast, are often on this account necessary.

Barren and inhospitable, the high tablelands of Tibet harbor yet other hoofed animals as remarkable as the yak—the chiru antelope, for example, which, like the strange saiga, has developed an enormous swollen nose. It is supposed that this enlarged size of the nasal chamber is directly due to the need of some special adaption for breathing the highly rarefied air of these regions.

What I'd Do.

"What will you do, love, when I am going,
With white sail flowing,
The seas beyond;
What will you do, love, when waves divide us,
And friends may chide us
For being fond?"

"Though waves divide us and friends be chiding,
In faith abiding,
I'll still be true;
And I'll pray for thee on the stormy ocean,
In deep devotion,
That's what I'll do!"

"What would you do, love, if distant tidings
Thy fond confiding
Should undermine;
And I, abiding 'neath sultry skies,
Should think other eyes
Were as bright as thine?"

"Oh, name it not; though guilt and shame
Were on thy name,
I'd still be true;
But that heart of thine—should another share it,
I could not bear it—
What would I do?"

"What will you do, love, when home returning,
With hopes high burning,
And wealth for you;
If my bark, which bounded o'er foreign foam,
Should be lost near home—
Ah, what would you do?"

"So thou wert spared, I'd bless the morrow,
In want and sorrow,
That left me you;
And I'd welcome thee from the wasting billow,
This heart thy pillow—
That's what I'd do!"

—Samuel Lover.

Prussian Railroad Earnings.

The Prussian state railroads during their fiscal year ending with March last earned \$24,013,962 more than during the previous year, a 7 per cent. increase. This is nearly \$30,000,000 more than was estimated when the year began, there having been meanwhile a marked improvement in business in the country.

Fine Labor Temple.

By Christmas the union musicians of New York will have their own building, a magnificent four-story stone and brick structure. It will be occupied entirely by the Musical Mutual Protective Union, of 4,600 members. It is the first undertaking of the kind by a New York labor organization.

